BUSINESS OF THE RAILWAYS

Heavy Local Traffic and Slight Increase in Movement of Through Freight.

All Indianapolis Lines Prospering-Passenge Rates Restored and Then Lowered Again-Changes in Time Schedules.

The train records show some increase in through business, with an unprecedentedly heavy local traffic moving. That there has been a larger movement of grain eastward. more especially to the southeastern seaboard, the last few days, is quite evident; still, there is large room for further improvement. Too large a per cent. of the grain is going to the lakes at the expense of the all-rail routes, and it is questionable if rates can be reduced to such an extent as to turn the movement to the all-rail routes. The lake lines are carrying grain from Chicago to New York at 7 cents, while the all-rail routes adhere to 25 cents per 100 pounds, and there is division of opinion whether a lower rate all rail would move a bushel more grain. Shipments of lumber, staves and heading and of cotton and live stock are large for May. yet the grain shipments are so much lighter than usual that the exibit is unfavorable in comparison with former years. West-bound there is a heavier tonnage handled than in May, 1890; still, it is lighter than in April, and from this on will lessen rather than increase, as most of the wholesale merchants in the West and Southwest are now well stocked up. In heavy groceries there has been a sharp falling off in tonnage the last two weeks. North-and-south roads are doing an excellent business for May. The shipments of grain and provisions South are large, as compared with the shipments in other directions, and northward the fruit and vegetable trains are helping the roads to show good earnings and an increase in business over April. Local traffic is very brisk. It is stated by those in position to know that never before has the tonnage of a local character, both in and out-bound, been so heavy as for four weeks past. The business is so miscellaneous in its character that to name any special class being in the prevenderance would be difficult, yet, building material and timber in the yet, building material and timber in the rough out an important figure in the receipts, while manufactured goods, of all descriptions, constitute a large per cent. of the out-bound business. The shipments of the wholesale merchants are in excess of these of the corresponding period last year. The last few days there has been more inquiry for cars, and the side-tracks are being gradually cleared of surplus cars. Below is given the number of cars received and forwarded at Indianapolis in the week ending May 16, at midnight, as compared with the corresponding weeks of 1890 and 1889:

Name of Road.		Louand cars forwarded.	Loaded cars	Total more-	Loaded cars
L., N. A. & C., Air-line		202	194	396	318
L, D. & Q. C., H. & D. (Ind'p'l's div.).		127	214	341	384
C., H. & D. (Ind'p'l's div.).		362	513	875	796
L. E. & W		327	265	THE RESIDENCE OF THE PERSON NAMED IN	585
	(I. & V	130	261	391	494
enn's lines Lou'v'e div		579	479	1.053	1,218
	Chicagodiv	225	276	501	515
CONTRACTOR OF STREET	(Ind'p'lisdiv	900 489	686 375	1,586	1,357
	Peoria div	547	865	1,412	820
Big Four		982	1,108	and the second	
lines	Cincin'attdiv		1,360		
mico.	St. Louis div.	793	757	1,550	
1000	Clevel'nd div	797	687	1,484	1,848
Vandalia		869	919	1,788	1,868
Totals		8,710	8,979	17,689	17,087

cars; in 1888, 14,453 loaded cars.

There were transferred over the Belt road last week 13,181 cars; increase over the cor-

responding week of 1890, 330 cars.
Belt road engines handled last week 1,013 car-loads of live stock, against 1,160 car-loads in the corresponding week of 1890; decrease this year, 147 cars. From now on for

some months a decrease may be looked for, so heavy were the shipments the last seven months to get rid of feeding stock.

The shipments of flour, grain and provisions from Chicago to the sea-board by the roads in the Central Traffic Association tion, last week, aggregated 19,736 tons, against 27,481 for the preceding week, a decrease of 7,740 tons, and against 29,955 for the same period last year, a decrease of 10,219 tons. The Vanderbilt lines carried 5 per cent. of the traffic, the Pennsylvania lines 19, the Chicago & Grand Trunk 15 and the Baltimore & Ohio, 10 per cent.

Radical Changes in Time Schedules.

June 7 seems to have been fixed upon for the date of the summer time-tables to take effect. John F. Miller, general superintendent of the Pennsylvania lines west of Pittsburg, Southwestern system, telegraphed that date had been agreed upon by the Pennsylvania lines yesterday. The Pennsylvania lines, in connection with the Vandalia, will, on the summer time-table taking effect, make some radical changes. As now contemplated, a new through train, hauling a New York sleeping-coach, will be put on, to leave Indianapolis at 10 A. M., reaching New York at 10 o'clock next day, and No. 20, the fast train, which now leaves Indianapolis at 3 P. M., will not leave until 5 P. M. and reach New York at the same hour it now does, 3 M., next day, making the run from Indianapolis to New York in twenty-two hours, the fastest time ever attempted by a regular train. No. 20 will leave St. Louis over the Vandalia two hours later than it now does. Ten years ago thirty hours from Indianapolis to New York was considered fast time: five years later twenty-seven hours, and two years ago this month the Pennsylvania cut it down to twenty-four hours,

time down to twenty-two hours. The Big Four also contemplates making a number of changes. A new train for New York will be put on, leaving Indianapolis at 10:30 A. M., hauling a sleeping-car for Boston and connecting on the Lake Shore with a sleeping-car for New York. The time schedule of the Big Four is now being arranged, which will cut down forty minutes the time of the through day express train going north, and forty-five minutes coming south. Of course, if the Big Four does this, the competing lines will make equally short time, as they are now in better shape so to do than ever before.

the Vanderbilt and Big Four lines follow-

ing in the same direction about a year ago; now the Pennsylvania leads off, cutting the

Rates Restored and Lowered Again. The restoration of passenger rates between St. Louis and Chicago and between Kansas City and St. Louis did not go into effect vesterday, as was ordered by Chairman Finley, of the Western Passenger Association, though the Wabash and the Atchison made a pretense of advancing the rate from St. Louis to Chicago, as the Burlington did from Kansas City to St. Louis. but they immediately applied to Mr. Finley for relief on the ground that the Chicago & Alton was continuing to sell tick-ets at the reduced rates. Of course the relief was granted, and the reduced rates still prevail by all lines. It now remains to be seen what course will be taken as a result of the Alton's refusal to abide by the chairman's order. At the time ruling was made the Alton nonnced that it would refuse to advance the rates so long as the boycott of the Eastern roads remained in force. This left three alternatives open to it. One was to appeal from the chairman's decision, another was to withdraw from the association, and the third was to pay the penalty for a violation of the agreement. As neither of the first two alternatives has been adopted it seems more than probable that the Alton people have concluded to pay the penalty, which is not large, and main in the association. They seem to satisfied with the present state of affairs and the outlook for the future. They have icial information to the effect that the Nickel-plate has resumed the sale of their

by Eastern trunk-lines. It is positive that every road in the agreement is living up to its pledges.

B. & O. Lengthening Its Lines in the Virginias

For some time past negotiations have been pending between the Baltimore & Ohio and the West Virginia Central railroads, which have resulted in the signing of an agreement that will work benefits to both roads. Elkins is the present western terminus of the West Virginia Central, and under the agreement it is proposed to extend the line to Belington. In fact, construction in this direction is now under way. At Belington it will meet the Grafton & Green Brier narrow-gauge road, which is controlled by the Baltimore & Ohio, and is by them to be made of standard gauge. At Grafton the main stem of the Baltimore & Ohio road goes to Fairmount and a branch line to Morgantown. From there the B. & O. agrees to build a road to Uniontown, Pa., and from this point both the B. & O. and the Pennsylvania companies have lines to Pittsburg. This will complete the northern connection of the West Virginia Central and furnish a direct outlet east and west, by the through trunklet, east and west, by the through trunk-lines, for the traffic from the important mineral and timber regions of West Vir-

The East-Bound Rate Situation. Lake and rail rates from Chicago to Eastern points are steadily crumbling away. The Anchor line of steamers, connecting with the Pennsylvania and Baltimore & Ohio railroads, gave notice yesterday of a further reduction in grain rates, to take effect May 20. On and after that date the rate to Philadelphia will be 6 cents a bushel for wheat and 5½ for corn, while to Baltimore it will be 5¾ cents for wheat and 5¼ for corn. A lake and rail agent said yesterday that the demoralization could not long be confined to through grain rates, and that sooner or later it must affect merchandise shipments. The movement of east-bound freight continues to be much heavier by lake than by the all-rail lines. The aggregate for the last week was 78,699 tons by lake and 49,613 tons by

the railroads. A Growl from Muncie.

Special to the Indianapolis Journal. MUNCIE, Ind., May 18 .- An order was issued from headquarters on the Big Four railway Saturday informing twelve engineers on this division that the business of the road was so slack that the twelve latest employed firemen would be indefinitely suspended from duty, and as many
of the latest promoted engineers would fill
their places. This step, with the removal
of two of the old Bee-line's best possenger
trainsthe 7th of next month, are some of
the results of the consolidation with the

Personal, Local and General Notes. The Lake Erie & Western earned in the second week of May \$56,278.25; increase over

The West Virginia Central contemplates building to the South and connecting with the Chesapeake & Ohio and the Norfolk &

The Toledo, St. Louis & Kansas City road earned in the second week of May \$33,084; increase over the corresponding week of The local freight association held its reg-ular monthly meeting yesterday. No busi-ness except of a routine character was

It seems definitely settled that the Canadian Pacific has purchased the Northern Pacific lines in Manitoba, and that the Northern Pacific will withdraw from the

A special train, hauling twelve car-loads of horses, last week made the run from Nashville, Tenn., to Chicago in eighteen hours, over the L. & N., the Mackey lines and the Chicago & Eastern Illinois.

S. R. Calloway, president of the Toledo, St. Louis & Kansas City road, left on Sunday for New York, to be absent ten days. He wants the directors to let him purchase more passenger equipment.

Ernest Gates, chief car accountant of the Wheeling & Lake Erie, who, six months ago, went to California, returned in much better health on Sunday, and will in a few days resume the duties of his position. The master mechanics of the Big Four on the whole system were in the city yester-day for a conference with Assistant Gen-eral Manager Barnard, who gets them to-gether once a month to talk over business

matters generally. Work on the shops of the Toledo, St. Louis & Kansas City road at Frankfort, Ind., is progressing rapidly, and by the middle of next month some of the machine shops will be in readiness to place the ma-

Arrangements have been made for the delegates who attend the annual meeting of the National Yardmasters' Association, to be held in Toledo, next month, to make a trip to Mackinaw and return on one of the lake passenger steamers.

The date of putting on the through coach from Indianapolis to French Lick Springs over the Indianapolis & Vincennes and the Louisville, New Albany & Chicago has again been deferred, awaiting the arranging of summer time-tables.

The employes in the shops of the Pennsylvania Company at this point are so well pleased with making Saturday afternoon a half holiday that they have asked that it be made a permanent arrangement, workg fifty-five hours per week.

The Pennsylvania Company has set aside \$1,500,000 to expend in improving its roadbed and equipments on the lines west of Pittsburg, not including the Pittsburg. Fort Wayne & Chicago, on which a good deal is to be done in laying a second track. C. L. Marshall has been appointed agent of the Central States Dispatch at Peoris. Ill. Mr. Marshall for ten years was con-nected with the freight department of the Indiana, Bloomington & Western road, but of late years has been in the grain business at Peoria.

Miss Minnie Fowler, who for some years has been the stenographer and type-writer in the office of J. W. Riley, of the Big Four, yesterday retired with the best wishes of a large circle of friends. In about a month she is to be married to Edward Gausphol, of this city. The Interstate-commerce Commission, i

an opinion by Chairman Conley, has an-nounced its decision of the case of Beaver & Co., manufacturers of soap at Dayton, O., against the Pittsburg, Cincinnati & St. Louis and sixteen other railroad companies, in favor of the complainant. Yesterday afternoon three hundred dele gates to the annual meeting of the Railway

gents' Association left Chicago for Denver on a special train over the Alton road. The delegation comprises the representa-tives of the Eastern States, the Southern delegates passing through St. Louis.

The Wabash, the Chicago & Alton, th Indianapolis, Decatur & Western and the Cincinnati, Hamilton & Dayton are working harmoniously on through business, and it has increased to such an extent that the one through car hauled between Keokuk and Cincinnati daily will not accommodate

Officials representing the Cincinnati, Hamilton & Dayton Railroad Company have called a meeting at Montpelier for Wednesday, in the interest of a new road to be built by that company from Union City through Portland and Montpelier to Chicago. This line will be built at once,

provided sufficient aid is raised. The discontented members of the American Ticket-brokers' Association have left the question of their withdrawal from the organization with Colonel Meader. E. A. Mulford says it cost him \$10,000 to get back into the association, yet if Colonel Meader says he should withdraw he will do so. Colonel Meader claims to have a following of fifty or more.

The old Bee-line, now a division of th Big Four, seems to have become little else than a local road. Last week but 1,484 paded cars were received and forwarded on this division at Indianapolis. When the Bee-line was at its best if but 2,700 loaded cars were handled at Indianapolis it was thought to be slow business, and sometimes the number reached 3,300 or more.

Presidents Woodford, of the Cincinnati, Hamilton & Dayton; Mackey, of the Evans-ville lines, and M. E. Ingalls, of the Big Four, are expected to arrive at their re-spective headquarters to-day. The three have been in New York for several days. here is some speculation as to whether their visit there at the same time had anything to do with the future of any of the

Miller was the first agent at Dayton of the C., H. & D.; afterwards was secretary, auditor and superintendent of the Dayton & Union railway for a great many years, and filled two terms as Mayor of Dayton.

J. L. Miller, son of the deceased, is now the agent of the Cincinnati, Hamilton & Day-

ton at Dayton, O. All the lines between Chicago and Minneapolis recently agreed to make special excursion rates to the latter city on the occasion of the annual convention of the So-ciety of Christian Endeavor, in July. It now appears, under the arrangement for a division of traffic, the Chicago, Milwankee & St. Paul and the Chicago, St. Paul & Kansas City roads are considerably ahead of other lines in their per centages, and they have consented to let the other lines carry the whole of this business. The advisory board of the blind passenger pool has, therefore, ordered that excursion rates for this convention shall apply only by the Chicago & Northwestern, the Burlington

and the Albert Les route. The general passenger agents of some of the Indianapolis lines and the Central Traffic Association should hold a conference and agree on excursion rates to the more important terminals of the Indianapolis lines. The Big Four, for instance, agreed to carry the members of the Schuetzen Park Association and their friends, if but fifty, for \$7.50 the round trip to St. Loius. If over two hundred went the rate was to be 1 cent a mile. Now the Central Traffic Association comes in and says that neither the Big Four nor any other line shall carry this body or any other body of men from Indianapolis to St. Louis and return at less than 1 1/3 cent per mile, and the Big Four people are in trouble over the matter.

DAUGHTERS OF REBEKAH.

Two Hundred Delegates in Attendance on the Annual State Convention.

The annual State convention of the Daughters of Rebekah met yesterday afternoon, in the Odd-fellows' Block, with two hundred delegates and the executive officers present. A preliminary organization was effected, and the reports of the officers read. The president, Mrs. Anna I. Henderson, of South Bend, reported the order in an exceedingly prosperous condition, twenty-eight new lodges having been organized during the past year. The tresurer, Mrs. Carter, reported all bills paid and a balance of \$89 in the treasury. The secretary, Mrs. Sallie E. Jackson, of Evansville, reported the detailed facts of the year's work. These reports were referred to the auditing committee. The convention adopted a memorial on the death of the late John W. McQuiddy, and adjourned to meet at,9 o'clock this morning. This will be the closing day, and much important business is to come before

Many of the visiting delegates attended the meeting of Fidelity Lodge, D. of R., on Virginia avenue last night, and witnessed an exemplification of the beautified work

AMUSEMENTS.

GRAND OPERA-HOUSE-THE DUFF COMPANY IN "DOROTHY." The Duff opera company gave "Dorothy" at its opening performance at the Grand, last night, instead of "Carmen," and the change was not especially disappointing. The opera has been sung here before. though long enough ago to make its repetition rather welcome than otherwise. Its action is brisk, and the interest does not lag, but there is little of what is styled "catchy" music in it. About the the only airs that make a lasting impression are "You Swear You'll be Good and True," and "Queen of My Heart To-night," the first-named being a waltz song and a very pretty one. The company is, with the exception of Miss Tempest and Miss Snyder, not strong in principals. The chorus, however, is large and contains a number of good voices. Marie Tempest is by all odds the best Dorothy who ever saug the part in this city.
She created the character at the Lyric
Theater, in London, and is certainly delightful in it. Her voice is a strong, clear soprano, which she knows how to use to the best possible advantage, though her chief charm is her acting. From the moment she came on the stage last night she came on the stage last night masquerading as a country-girl she impressed the audience favorably, and the impression was strengthened as the opera progressed. She possesses a striking and pleasing originality, and in the duel scene was particularly good.

The audience was quite demonstrative in its manifestations of favor for both Miss

Tempest and Miss Lenore Snyder, who sang Phyllis. The latter is an Indianapolis girl, and was welcomed most heartily. All of her solos were encored, the one in the closing act so enthusiastically that she responed with an aria from "Carmen," so beautifully rendered as to compel equally as much applause as the first number. Miss Snyder received enough roses and calls lilies during the evening to fill a good-sized table. She was in excellect voice and is certainly destined for a bright career on the lyric stage, for she has everything necessary to success—a delightful voice, beautiful face and figure,

and good stage presence.

Harry Stanley, the comedian of the company, made pienty of fun for the audience as Lurcher, the sheriff's officer. His work was clever throughout. J. E. Stille's tenor not strong or sweet enough to make any impression, and Clement Bainbridge's baritone seemed to suffer from contact with the orchestra, which, by the way, was one of the good features of the performance. William McLaughlin has a fine bass, but was given only one oppor tunity last night of using it to any advant age, and that was in an introduced number in the second act. Miss Hilda Hollins was apparently not at home in the part of Lydia. Miss Fannie Edwards was capital as Mrs. Prirett. The hunting chorus which closed the second act was encored with an enthusiasm that brought the principals before the curtain. It was one of the best things of the opera. There was a large audience present, but the indi-cations are that the attendance to-night will be much larger, there being a universal desire to hear "The Red Hussar," in which Miss Tempest created such a furore in the East, and which will close the prief engagement of the company here.

PARK-COUNT OF "MONTE CRISTO." Mr. Frank Lindon's engagement began at the Park Theater vesterday afternoon with a performance of "Count of Monte Cristo," which was repeated last night. The version presented follows closely, and retains the strong interest of Dumas' wonderful romance, and is a play of decided dramatic strength. In the title role Mr. Lindon made a favorable impression, for he is an actor of good personal appearance, and of force and originality in his stage methods. He was particularly effective in the heavier scenes. The supporting company is a competent one, and the performance throughout is of a better character than that usually given in the cheap-price houses. It will be repeated this afternoon and even-ing. To-morrow and Thursday, a sequel to this play: under the title of "Son of Monte Cristo," will be given, and on Friday and Saturday the old familiar drama, "Ticketof-Leave Man."

"The Red Hussar," with which the Duff Opera Company will conclude their engagement at the Grand to-night, is a comic opers which had a run for more than a year at the Lyric Theater, London, and has met with much success in this country. The "song of the regiment" ("Steady, Boys, Steady"), which runs through it, is one of of the most "catching" airs ever written. Miss Tempest was the prima donna of the original cast in London.
A new farce-comedy, "O'Dowd's Neighbors," which recently made a hit in New York, will be the attraction at English's Thursday night and during the rest of the week, with Mark Murphy as the star and

twenty-four people in the company. Seats will be on sale to-morrow. The sale of seats for Mrs. Prunk's dramatic and elecutionary entertainment begins at the box-office of the Grand Operalouse to-morrow morning. The performance takes place Friday evening next and is expected to be the best in the history of the school conducted by Mrs. Prunk. Several of her pupils are studying say their position is being strengthened.

F. C. Donald, member of the board of rulings, managing the boycott against the Alton, ridicules the story from New York soncerning the acceptance of Alton tickets.

It is do with the future of any of the for the stage and two will make their deforthest against the future of any of the for the stage and two will make their deformable the

MUST CONFORM TO THE LAW

Improvement Resolutions Void on Account of Error in the Specifications.

The Kentucky-Avenue Property-Holders, Who Want Neither Brick nor Asphalt, Put Forth a Strong Objection-Other Matters.

In the expressive language of President Conduitt, the Board of Public Works "has run against a stump." Through a little carelessness and slowness it has struck a snag that undoes nearly all it has thus far accomplished toward paving, and will delay for a month or so longer any contracts for street improvements. Ex-City Attorney W. L. Taylor wound the board up in a legal tangle yesterday in short order, and left the members trying to figure out whether they were on their heads or on their feet. On April 29 the board adopted resolutions to pave Virginia avenue, from Louisiana to Shelby street; Shelby street, from Prospect to Coburn; Kentucky avenue, from Washington to West street; West street, from Kentucky avenue to Morris; Seventh street, from Mississippi to Alabama; Massachusetts avenue, from Pennsylvania to Delaware, and Delaware, from Massachusetts avenue to St. Clair; some with asphalt and some with brick, as noted at the time.

Yesterday was the day set for remonstrances against the resolutions and Mr. Taylor, as attorney for owners of 2,055 feet on Kentucky avenue, presented one against paving that avenue and made a legal argument against it. The remonstrance read against asphalt, but the people likewise objected to brick. Their reasons were that the pavement was too expensive for the character of the avenue, that there was a great deal of vacant ground on the avenue and that none of the streets leading to into it were paved. The resolution read that the street should be improved to its full width where not occupied by the Citito within sixteen inches of the tracks. Mr.
Taylor said there would be a legal question about the validity of the bonds if the property was improved thus to different widths at different places. The board informed him that the street was occupied by the Citizens' company's tracks the full length. Here he differed with them. The mere fact that their tracks were there was not a legal occupation of the street and could not be so construed until the company occupied the tracks with its cars.

Then Mr. Taylor wanted to know just how this street was to be paved in order

that his clients shall remonstrate intelligently. He drew Section 73 of the charter on the board and read it, requiring that whenever the board shall order the improvement of a street it must adopt a resolution to that effect, setting forth detailed drawings and specifications of the work to be done. The clerk had informed him that no specifications for this particular work were on file. Mr. Defrees said this was a mistake; the specifications were on file in the engineer's office, and he sent the clerk after them. The clerk, of course, could not find them, for they were not there. Mr. Defrees went out and returned after a while and threw a paper before Mr. Taylor, with "There's your specifications!" Mr. Taylor looked the paper over and found it to be simply the blank giving general brick paving specifications. He read the charter clause over again and tried to explain to the members of the board that their action was illegal, but they smilingly told him that there were ten days after final action in which to remonstrate. Mr. Taylor also raised the point that the declaratory resolution was not properly drawn and its adoption was illegal and void. He had in his own mind no question about its illegality and could enjoin the improvement in any court in five minutes. This point, if it holds good, applies to Virginia avenue, Massachusetts avenue. Delaware street, South West street, Seventh street and Shelby street, and knocks them all out. The board deferred final action on all these matters until it could refer the point raised by Mr.
Taylor to the city attorney. Mr. Conduitt
said it was his belief that the point
was good, and its effect would be to delay
these improvements for at least two weeks.

and possibly a month. Just before the board adjourned, after the room was clear of people, Mr. Defrees moved that those resolutions be rescinded and adopted anew, dating from yesterday, but Mr. Conduitt said if that was done he would be for changing two or three of them, and Mr. Scherrer said he wanted to see all the specifications and know that everything was water-tight before they comb Rile were adopted. The board evidently is also be amountainmous in the belief that Mr. Taylor's few days.

point was well taken. W. H. Eastman appeared before board and begged that it would continue the asphalt on Pennsylvania to New York street. He wanted this badly enough, and

with it. A big remonstrance against the paving of the street is in circulation, and will be presented in time. A remonstrance was filed against the paving of Stearns street with brick. The board has as yet given no indication that it intends to improve this street, but a petition has been filed for it, and this was sufficient to bring out the remonstrance.

An aged property-owner of Clifford avepleaded long and earnestly that at least sidewalks might be put in out there. Inci-dentally, he asked about the rule to put down no graveled streets. "We have adopted no such rule," said "As far as I am concerned," said Mr.

Defrees, "we would not put down a graveled street in the city. "But how are people on side-streets going to pay for asphalt or brick?" asked the lifford-avenue man.

"That isn't the question," replied Mr. Defrees. "All we have to inquire is whether or not the property is worth the improvement. If the owner can't pay for it, the lot can be sold."

Electric Light Contract,

The old light committee of the Council failed to get together yesterday to fix a price for the electric lights furnished by the Brush company since its contract expired on Jan. 1. Last night Mr. Hicklin brought the matter up in the Council meetand asked that the subbe referred to some committee for settlement. The old had a verbal contract with the Brush company for these lights, and the Board of Public Works had asked the Council to settle the matter, as it had no right to do so. Mr. Gauss, chairman of the old committee, explained that on May 5 he had received a letter from the Board of Public Works asking him to take the matter up. He had tried to get the committee together, had failed to catch Stechhan. Mr. Gauss said the Brush company had left it with him to say what was a fair price for the lights. He would get the committee together and report to the next meeting, recommending to the Board of Public Works a price. Hicklin moved that it be referred to the light committee, of which he is chairman, but Rassmann, Gauss and Olsen all jumped up and moved that it be referred to the old light committee, of which Gauss is chairman. President Yontz, however, ruled all the motions out of order, as there was nothing before the Council to refer. Neither the Brush company nor the Board of Public Works had communicated with the Council on the subject. Thus it was left. Mr. Hicklin stated, yesterday morning, that he favored the market price for the lights, and he knew of no other way of determining the market price than the lowest short-time bid the Council had received, which was \$105 per light per year.

Police Powers Granted. The Board of Public Safety yesterday granted police powers to David Wiesman for the South-street yards of the Panhandle yard; Edward Burns, department of public

brand and Amos Williams, Premier steel-works; Barney Means, Greenlawn Cem-etery. The application of Louis F. Spahr for police powers at Kissell's garden was refused because the place is outside of the city limits. A committee of ladies, consisting of Mesdames Trucksess, McKeehan and Rawlan, petitioned the board to compel saloons to remove all screens and blinds, so the police may better detect violations of the law. The subject was referred to Commissioner Catterson.
Charges of conduct unbecoming an officer
were preferred by John Davenport against
patrolman George N. Corban. The latter
was summoned to appear at 4 o'clock this
atternoon for investigation.

Municipal Notes. The comptroller now has the dog licenses Work on the Agnes-street sewer will be

gin this morning. The Warren-Scharf Company has noti-fied the Board of Public Works that it has finished its contract on Tennessee street. The street commissioner has finally been ordered to drop some broken stone into the holes on North street, in front of the Propy-

Many of the holders of market leases are renewing them by paying 10 per cent. more rather than take their chances at the auc-

The Board of Public Works yesterday took final action, ordering a sewer to be constructed running on Seventh street, from Meridian to the first alley west, and up that alley to Twelfth, and another in the alley between Meridian and Pennsyl-vania, from Seventh to Twelfth.

Jake Fox, who has been about the city offices for the last two months, half the time, and spending the other half whooping it up for Mayor Sullivan in the German-American Club, has at last been given something to do. It was hard to find anything for Jacob, but finally a combination job. with nothing to do. was rigged up for him. The Board of Public Safety appointed him drill-master of the police force, with special duties as a license clerk in the omptroller's office.

MINOR CITY MATTERS.

To-Day's Doings. NATIONAL CONFERENCE OF CHARITIES AND CORRECTION-Plymouth Church; fore noon and evening. CONVOCATION OF THE DEANERY OF IN DIANA-St. Paul's, 10:30 A. M.; Christ Church chapel, 3 and 7:30 P. M. PARK THEATER-Frank Lindon as "Count of

Monte Cristo;" afternoon and evening.

in "The Red Hussar;" evening. Local News Notes. Samuel Tolster and Shelby Stigler, arrested by the government authorities last week, charged with passing conterfeit money, will be taken to the Noblesville

GRAND OPERA-HOUSE-Duff Opera Company

jail to-day to await trial. Marriage licenses were yesterday issued to Charles A Ware and Josephine L. Pierson, Henry Brown and Anna Milligan, John Zimmerman and Lena Kerschner. Charles White Merrill and Celine Lodge McKee, Charles Lane and Mary Graham.

Personal and Society. Mr. Park Daniels has returned from a visit West. Capt. O. M. Smith, United States army, Mrs. William Mack, wife of Judge Mack, of Terre Haute, is visiting Mrs. F. E. Hel-

Miss Lida McKay, of Hamilton, O., is vis-iting Mrs. J. C. Yohn and daughters, on North Delaware street. Mr. and Mrs. William Gates and family

left yesterday for Asheville, N. C. to remain till the first of July. Mrs. Q. A. Myers and daughter will spend this week at her mother's, Mrs. Cornelius, No. 348 North Meridian street. Miss Ruth Carpenter, of this city, late of Daniel Frohman's Charity Ball Company,

returned to New York yesterday. Miss Kate Fletcher, who has been with the James O'Neill company during the past season, is at her home in this city to remain during the summer.

Mrs. William Alvin Bartlett and son, of Washington, formerly of this city, are expected the last of the week to visit Mr. Charles H. Walcott and family. Miss Mary Coe, of Boston, daughter of Rev. Henry I. Coe, and delegate to the National Conference of Charities, is the guest of her cousin, Rev. W. W. Sickels, No.

851 North East street. Misses Marie and Julia Ritzinger will leave to-day for Boston, to join their moth-er and sister, Mrs. Briggs. Mrs. Ritzinger and daughters will spend the summer in their cottage at Duxbury, Mass.

Mr. J. A. Lemcke and family, Mr. Carl Von Hake and family and Mr. Henry Schnull lett yesterday for New York, en route for Europe, Mr. and Mrs. D. P. Er-win and daughter, Rev. Dr. and Mrs. N. A. Hyde, Rev. Myron W. Reed, James Whit-comb Riley and Mr. W. P. Fishback will also be among those who are to sail in a

MERRILL-M'KEE. The most notable marriage for months was that which occurred last evening. when Miss Celine Lodge McKee, only he himself would pay the city's portion of the expense if that could be done.

Half a dozen property-owners of South West street were before the board, some objecting to the paying of that street and others asking that the board go ahead others asking that the board go ahead Colonel Merrill, United States consulto Calcutta, and prominent in the literary clubs. The bride's father is one of the well-known and wealthy merchants. The bride herself is a popular young lady. A 6:30 o'clock, at the family residence on North Tennessee street, the ceremony was performed by Rev. M. L. Haines, D. D., of the First Presbyterian Church, assisted by Rev. Myron W. Reed, of Denver. formerly pastor of the same church. The families and a very few intimate friends were the guests at the marriage. The spacious residence was tilled with flowers-all arranged with exquisite taste. In the drawing-room, where the ceremony was performed, the floral ornamentation was white and green. In the swell window, filled with palms, were pedestals draped in white, and strands of smilax fringed with white carnations draped the curtains. The mantels were beds of white narcissus, thousands of blossoms being used. Overhanging the mantel mirrors were snowballs, and dainty bits of smilax were effectively placed on pictures and ornaments. The corners of the rooms and tables, here and there, were filled with white bydrangea, lilies of the valley snow-balls and nar-

At the appointed hour the bridsl party en-tered the room, Miss Macy Coughlin with Mr. Charles Moores and Miss Julia Graydon with Mr. Boone McKee, the bride's brother, preceding the bride and groom. The bride wore a beautiful gown of white silk mull, elaborately embroidered. A spray of orchids and delecate ferns ornamented the corsage and another was fastened to a rich fan which she carried. The bridesmaids wore pretty white gowns of mouse-line de soie and lace, and carried white

The ceremony was followed by a supper and at 8 o'clock the guests began to arrive for the reception, about seven hundred invitations having been issued. From 8 to 11 o'clock there was a large assemblage of friends to extend their congratulations and good wishes to Mr. and Mrs. Merrill. They circulated through the handsomely appointed rooms, and everywhere was the same lavish use of flowers. The hall was decorated with palms and pink hydrangeas, and the balustrade was garlanded with snow-balls and vines. The reception-room was redolent with the perfume of lilies and roses, and scarlet geraniums filled the mantel and piano. In the dining-room the decorations were white, green and pink, and diagonally across one corner a square table was covered with maiden-hair fern, with pink orchids brought by Mrs. McKee from the White House. In the opposite corner were white carnations, a cornucopia of those flowers and maiden-bair fern, overflowing with lilies of the valley, and white humming-birds hanging over all. On the third floor was the ball-room, and there the young folks and many married people enjoyed the dance, to the music of Henry Hart's orchestra. Mr. and Mrs. W. J. McKee, Mr. and Mrs. E. L. McKee, Mr. and Mrs. Cleland, and Mrs. McKinney assisted in dispensing the hospitalities throughout the

Mr. and Mrs. Merrill left at 11 o'clock for California, where they will spend six weeks. As they passed through the hall they were showered with rice by every one. The proverbial "old shoe" went after them, and health and charities; G. F. H. Kellemeier. they departed for the station with hundreds of "good-byes" following them. Since the cards of invitation were issued many handlia Decatur & Western road; William Ly- | some gifts came with congratulations, and | WIN, Agent

resterday telegrams were received from President and Mrs. Harrison, and the Misses Malott, who are on the Pacific coast, Misses Malott, who are on the Pacific coast, as well as others in different parts of the country. The bride gave her maids white enamel lace pins, pansy-shaped, with a diamond in the center, and the groom gave his attendants gold love-knot pins. The company included many representative citizens and their families, and among the guests from out of town were Mr. and Mrs. J. R. McKee, Boston; Mr. and Mrs. H. W. Hubbard, Mrs. B. F. Page, Madison; Miss Anna Hendricks and Miss Marie Crane, Chicago; Mrs. John E. Beall, Washington; Mrs. Agnes Fletcher Brown, Knoxville, Tenn., and Mrs. C. B. Paul, Philadelphia.

Body Not Identified. An unknown man was found dead yesterday morning between the Vandalia and the Indianapolis, Decatur & Western tracks, a short distance west of the river. The face and head were much bruised, and one leg was broken, leading the coroner to suppose he had been struck and killed by the train. The body was taken to Kregelo & Whitsett's morgue, where it lies, awaiting identification. The where it lies, awaiting identification. The deceased was apparently thirty to thirty-five years of age, was of light complexion and very poorly dressed. He was recognized by some as a hanger-on of saloons, but nothing was learned as to his history. It is not known when the accident occurred, as it was 10 o'clock before the body was found. There are rumors that death resulted not from a train but from a murderous assault. from a train, but from a murderous assault

by unknown persons. The Court Record. SUPERIOR COURT. Rccm 1-Hon. Napoleon B. Taylor, Judge. William Perkins vs. Citizens' Street-rail-road Company; damages. Trial by jury. Martin V. McGilliard vs. W. H. Watt et al.; foreclosure. Judgment for plaintiff for John Rudd vs. Mrs. Isabel Sockwell; account. Judgment for plaintiff for \$378.08.

Mary Suhre vs. Frank Suhre; divorce.

Room 2-Hon. James W. Harper. Judge. George B. Palmer vs. Theodore A. Randal; account. Trial by jury. Room 3-Hon. Lewis C. Walker, Judge. Mary Howard vs. Cleveland, Cincinnati,

Chicago & St. Louis Railway; damages. On trial by jury. New Suits Fued. m W. Sheets; Athaliah M. Sheets vs. divorce. Habitual drunke Mabel Seeley vs. Edward. Rebecca J. Martin vs. John V. Martin; divorce, custody of children and alimony. Demand, \$125 per month. Cruelty.

CRIMINAL COURT. Hon. Millard F. Cox. Judge. State vs. George Thompson; profanity. Acquitted by court. CIRCUIT COURT.

Hon, Edgar A. Brown, Judge. State of Indiana ex rel. Maggie Dern vs. Joseph Schrutz: bastardy. Appeal dis-Henry D. Nichols vs. Emily B. Paul's Estate. Claim allowed for \$305. Charles M. McBride vs. Indianapolis Frog and Switch Company; damages. Demand, \$5,000, Argument being heard. [Hoh. L. M. Harvey, special judge.]
Frank McDougal vs. Nosh S. Allison's
Estate, Claim allowed for \$180.

Notes from the . bekets. The claim of Commodore P. Mildrum for \$2,000 personal damages, was yesterday rejected by the County Commissioners. The claimant alleges he was injured by reason of a washout on the Millersburg pike, for which the county was responsible.



PRICE OF OTHER BRANDS + POUNDS, 20 + + HALVES, 10 + QUARTERS, 5 + SOLD IN CANS ONLY.

Notice is hereby given that the Board of World's Fair Managers of Indiana hereby invite the submission to the Executive Committee of said Board at the office of said Board in the State house at Indianapolis, Ind., on or before the first day of September, 1891, of architectural plans and specifications for a building to be erected by said Board, wholly out of Indiana building material on the Exposition Grounds at Chicago. The said building may be one or two stories in height, and in size to furnish not less than 5,000 nor more than 6,000 square feet of floor space. The outside walls shall be of Indiana stone, pressed brick and terra cotta. The roof of Indiana roofing tile or of iron made in Indiana. The inside finish to be highly ornamental and made of plate, beveled and lookingglass, hardwood and encaustic tile. The The cost of said building when completed not to exceed \$25,000. The building when constructed to serve the double purpose of displaying in its construction the building material of Indiana, and as headquarters for and entertainment of visitors from the State and their guests at the Exposition. The object of the Board is to make the building itself as well as the separate item of material used in its construction, an artistic exhibit. The plans and specifications of each architect competing must be accompanied by a statement of the architect submitting the same as to the amount he will charge for duplicate plans and specifications for making drawings and superintending the work of construction. The Board hereby agrees to pay three prizes, to-wit: \$300 for the best and accepted plan; \$200 for the second best, and \$100 for the third best. The three lots of plans and specifications paid for by the Board to become the property of the Board Further information on application to WM. T. NOBLE, Secretary of the Board Indianapolis, Ind.

ANNOUNCEMENT. M. FOSTER, MANUFACTURER OF AND specialty. Satisfaction guaranteed. Office with B. S. Foster & Co., Indianapolis, and. STROLGER - MRS. DR. ELLIS NEVER fails to tell life's history and gives information all subjects, where to go, what to do for best success, health and happiness. If sick or in trouble

cess, health and napposed consult the Doctor at once.
69 ½ Indiana avenue. FOR SALE.

OR SALE-ONE FIRE-PROOF SAFE,

TOR SALE-CEMENT WALKS, PAVEMENTS I and steps, much better than the average, ex-to the best and at reduced rates. For particu

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[Established in 1853.]

STORE.

INDIANAPOLIS, May 19, 1891.

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last week,

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This week will be a notable one for extra values in Silks, Dress Goods and other Fabrics suitable for summer wear.



Odds and Ends, some perfect, others slightly imperfect; none of them are worth less than \$1 a yard and many are worth

twice that sum. Crape Grenadines, fancy plaids and stripes, for sashes and hat trimmings, 29c

a yard. Extra values in Black French Surahs, 75c to \$1.50. In Wool Dress Goods we shall show some very advanced styles of Paris Novelties at about one-half the cost of im-

portation. The line of Colored Broadcloths, 50-inches wide, at 48c a yard is the cheapest and most complete line we have ever shown: counted over 40 different shades in one pile

this morning. Graduation Dresses are being inquired after. We show Lansdowns, Glorias, Silk and Wool Fabrics of all kinds, Mohairs, etc., in all the light evenings shades so desirable for this purpose.

White The season approaches and the Goods stocks of India Linens and Lawns, Swiss Checks, Lace Stripes and Fancy Novelties of every desirable kind are now open for inspec-

We offer this Fast Blacks. special bargains in week two very Ladies' Fast Black Hose.

No. 1 have spliced heels and and toes, are worth 35c; will be sold at 25c.

No. 2 are both Spanish Ribbed and Plain, and would be cheap at 50c; will be sold

PETTIS DRY GOODS Co.

PECK-Saturday, May 16, Mrs. Mary A. Peck uneral at the residence, 264 North Illinois street Puesday, May 19, at 1:30 p. m. Burial private. FUNERAL NOTICE.

ake place from Grace Cathedral, Southeast corner Central avenue and Seventh street, at 4:15 p. m., Tuesday, May 19. Friends are invited. SOCIETY MEETINGS. MASONIC-KEYSTONE CHAPTER, NO. 6, B.

SMITH-The funeral of Mrs. E. J. Smith will

A. R. WHITE, M. E. H. P. G. A. B.—GEORGE H. THOMAS POST, No. 17.— Regular meeting for muster and inspection, Tues. day evening, May 19, at 8 c'clock. As Comrade Myron W. Reed, of Denver, Col. has signified his in-tention of being present, every member will cer-tainly desire to see and hear him. The new "Memorial Badges" are ready. Be sure and get one.
R. M. SMOCK, Commander

C. W. OVERMAN, Adjutant. WANTED-MISCELLANEOUS. WANTED - AT ONCE - NOON WAITERS Apply to the MANAGER at the New York Store WANTED-A CATHOLIC SALESMAN FOR weity work. Small security and referen

WANTED - HOWARD STEAM CABPET Competent and experienced workmen. Telephone 616. Get prices. VANTED-POSITION AS AN ENGINEER OR K. SMITH, 224 West Maryland street, city.

SALESMEN - TO SELL GOODS TO MEB-chants by sample; new goods; big pay for workers: permanent situation; chance to build a fine trade. MODEL MANUFACTURING CO., South Bend. WANTED - PIVE FIRST-CLASS TINNERS and galvanised iron cornice workers. Steady employment. Apply at once. VON DEB AUCLUSS HARDWARE AND CORNICE CO., 2349

and 2351 South Broadway, St. Louis, Mo.

FINANCIAL. LOANS - MONEY ON MORTGAGES. C. F. SAYLES, 75 East Market street. MONEY TO LOAN-6 PER CENT. HORACE MCKAY, Hoom 11, Talbott & New's Block. DIX PERCENT. ON CITY PROPERTY IN IM.

MOMEY TO LOAN ON FARMS AT THE LOW est market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street, Indianapolis.

DECRUITING RENDEZVOUS, U. S. ARMY No. 52's East Washington street, Indianapolis' Ind., May 9, 1891. Sealed proposals, in duplicate, subject to the usual conditions, will be received at this office until 12 o'clock m., on Thursday, the 18th day of June, 1891, at which time and place they will be opened in presence of such bidders as may attend the opening, for supplying at Indianapolis, Ind., cooked rations for recruiting party and recruits for a period of twelve months or less. Ration consists of three meals per day. Proposals for furnishing rations at a place objectionable for recruits will not be considered. The government reserves the right to